

Seaport Planning Advisory Committee

Danny Wan, Executive Director, Port of Oakland

March 16, 2022



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The Port of Oakland occupies 20 miles



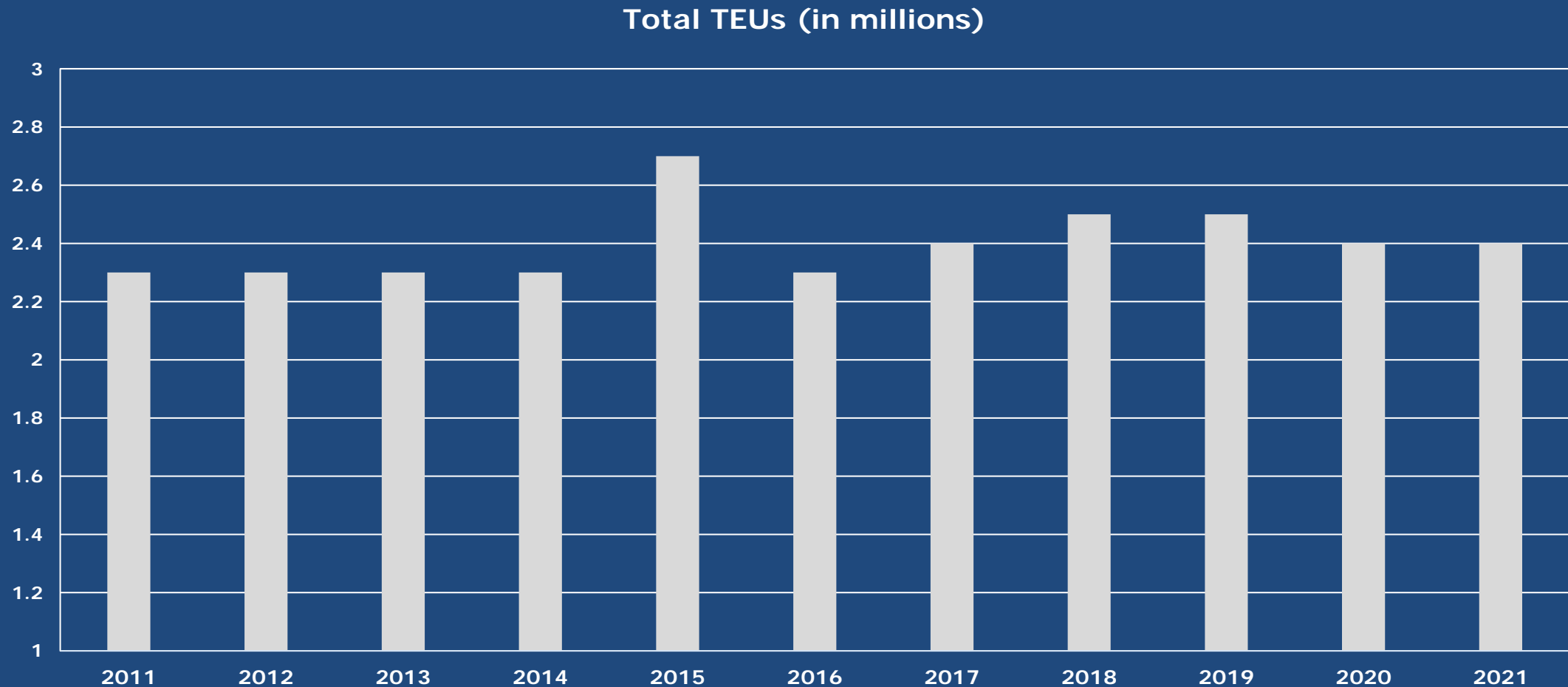
Evolution of the Oakland Seaport



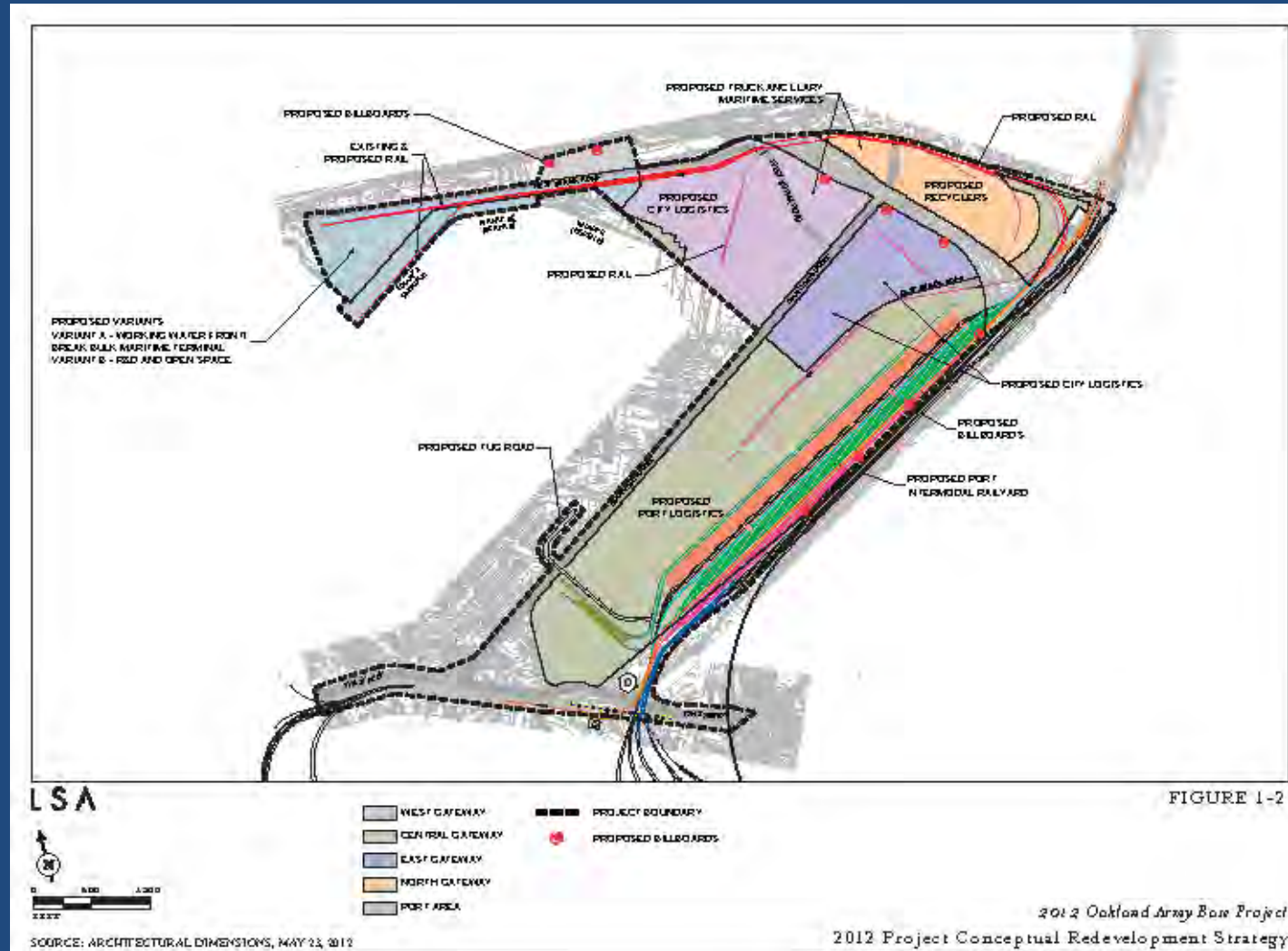
Oakland Seaport (2022)– 1300 acres



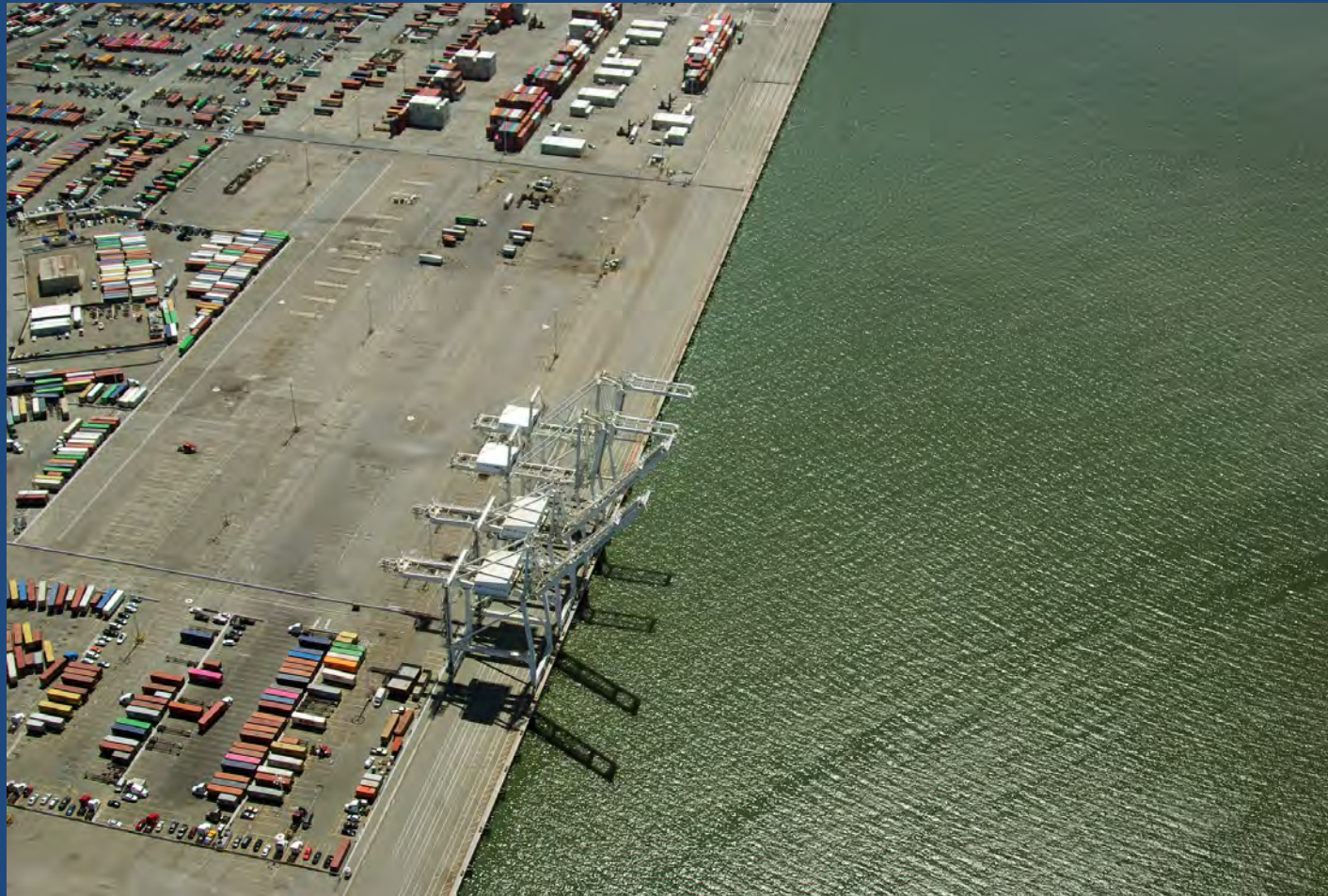
Volumes: 1% average growth over the past decade



2012 Conceptual Strategy - Army Base Redevelopment



Oakland Seaport's 120-acre Outer Harbor



Howard Terminal site (2022)



The site plan illustrates a proposed development along the Oakland Estuary. It features 18 numbered building footprints with the following maximum dimensions:

- 1: 200' MAX
- 2: 100' MAX
- 3: 250' MAX
- 4: 350' MAX
- 5: 400' MAX
- 6: 350' MAX
- 7: 250' MAX
- 9: 200' MAX
- 10: 600' MAX
- 11: 600' MAX
- 12: 400' MAX
- 13: 300' MAX
- 14: 400' MAX
- 17: 200' MAX
- 18: 275' MAX

Key streets and landmarks include:

- Streets:** Embarcadero West, Martin Luther King Jr. Way, Market Street, Clay Street, 4th Street, 3rd Street, 2nd Street, Water Street, Jack London Square.
- Landmarks:** Schnitzer Steel, Peaker Power Plant, Rickey Plaza, Harbor Beach, Harbor Amphitheater, Arts Plaza, Harbor Green, Market St. Overlook, Overlook Park, Bay Steps & Bay Plaza, Jack London Square.
- Waterfront Features:** Harbor Beach, Harbor Amphitheater, Arts Plaza, Harbor Green, Market St. Overlook, Overlook Park, Bay Steps & Bay Plaza.
- Other Features:** Athletics Way, Stomper Plaza, Face of Wharf, Safety Buffer, Maritime Reservation Area, Shoreline Band, Line of Legislative Land Trust, Line of Existing Riprap Wall, Line of Existing Quay Wall, 100' Current Shoreline Band, Property Line, Peralta Grant Line.

The plan also includes a legend for various zones and lines, and a scale bar indicating 0, 100, and 200 feet.

Seaport compatibility measures – Included in final EIR

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Re: City Council Consideration of Seaport Compatibility Measures

Port of Oakland Recommended Seaport Compatibility Measures Analyzed in the Draft EIR

Measure Summary	Location of Full Text in Draft EIR
Maritime Navigation and Safety	
Mitigation Measure LUP-1a: Boating and Recreational Water Safety Plan and Requirements. The Project sponsor shall have a protocol for boating and water recreation around the Project site, as approved by the City of Oakland and the Port of Oakland, in consultation with the San Francisco Bay Area Water Emergency Transportation Authority, the Harbor Safety Committee of the San Francisco Bay Region, and the United States Coast Guard.	pp. 4.10-38 to 4.10-39
Improvement Measure AES-1: Construction Lighting Design Features. During construction, light sources shall be shielded and/or aimed so that no direct beam illumination is directed/aimed outside of the Project Site boundary to the extent feasible.	p. 4.1-43
Improvement Measure AES-2/Mitigation Measure LUP-1b: Design Lighting Features to Minimize Light Pollution. Prior to obtaining the final building permit for the ballpark, to minimize the effects of light pollution on nighttime views, and to prevent unnecessary glare onto adjacent areas, the following measures would be implemented [full list provided in EIR].	p. 4.1-51 and p. 4.10-43
Mitigation Measure BIO-1b: Bird Collision Reduction Measures. Prior to the approval of a construction-related permit, the Project sponsor shall submit building plans to the City of Oakland Bureau of Building which reflect the City of Oakland Bird Safety Measures, the Howard Terminal Design Guidelines regarding reflective or mirrored glass, and include the specific design measures set forth below for review and approval [for example, bird friendly glazing treatments].	pp. 4.3-38 to 4.3-40
Seaport Access and Traffic Routes	
Adeline Street/5 th Street/I-880 corridor Non-CEQA Recommended Improvements to maintain Port truck access on Adeline Street. For compatibility, it is important that these improvements be implemented prior to ballpark opening.	p. 4.15-121 and Figures 4.15-25, 4.15-26, 4.15-27
7th Street corridor Non-CEQA Recommended Improvements/Mitigation Measure Trans-2a: Implement Buffered Bike Lanes Consistent with the Bike Plan on 7th Street from Mandela Parkway to Martin Luther King Jr. Way and 7th Street portions of Mitigation Measures TRANS-1c: Implement Pedestrian Improvements to accommodate Project pedestrian and bike traffic. For compatibility, it is important that these improvements be implemented prior to ballpark opening.	pp. 4.15-117, 4.15-198 to 4.15-200, and 4.15-230 and Figures 4.15-23, 4.15-25, 4.15-26, 4.15-28
Market Street corridor Non-CEQA Recommended Improvements and Market Street portions of Mitigation Measures TRANS-1c: Implement Pedestrian Improvements to accommodate Project auto traffic and deter it from using Adeline Street. For compatibility, it is important that these improvements be implemented prior to ballpark opening.	pp. 4.15-122 to 4.15-123 and 4.15-198 to 4.15-200, and Figures 4.15-28, 4.15-29, 4.15-30
Martin Luther King Jr. Way corridor Non-CEQA Recommended Improvements, Mitigation Measure TRANS-2b: Implement Bike Lanes Consistent with the Bike Plan on Martin Luther King Jr. Way from Embarcadero West to 8th Street, and	pp. 4.15-124 to 4.15-126, 4.15-

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Measure Summary	Location of Full Text in Draft EIR
Martin Luther King Jr. Way portions of Mitigation Measure TRANS-1c: Implement Pedestrian Improvements to accommodate Project pedestrian and bike traffic as well as auto traffic. For compatibility, it is important that these improvements be implemented prior to ballpark opening.	198 to 4.15-200, and 4.15-230, and Figures 4.15-31, 4.15-32, 4.15-33, 4.15-34, 4.15-35
Mitigation Measure TRANS-1c: Implement a Transportation Hub on 2nd Street.	pp. 4.15-118 and 4.15-197 and Figure 4.13-5
Mitigation Measure TRANS-1a: Transportation and Parking and Parking Demand Management (TDM) Plan to reduce Project automobile use and congestion that could result in delays in truck freight movement.	pp. 4.15-183 to 4.15-189
Mitigation Measure TRANS-1b: Implement Transportation Management Plan (TMP) to prioritize and maintain the Adeline Street corridor for truck access during games and events.	pp. 4.15-193 to 4.15-197 and Appendix TRA.1
Traffic Control Plan in Mitigation Measure TRANS-4: Construction Management Plan. The Port needs to review and provide comment on the draft Traffic Control Plan prior to its approval by the City and have the opportunity to adjust it during implementation if issues arise to maintain Port access during Project construction.	p. 4.15-241
Port-specified design requirements for Emergency Vehicle Access (EVA) road that connects the west end of Embarcadero West to Middle Harbor Road.	pp. 3-45 to 3-46
Safety and Avoidance of Conflict	
Mitigation Measure LUP-1c: Land Use Siting and Buffers, which states that all proposed sensitive uses (including residences and childcare facilities) on the Project site shall be prohibited west of Myrtle Street. This separation is also included in the Port's Exclusive Negotiation Term Sheet.	pp. 4.15-49 to 4.10-50
Mitigation Measure TRANS-3a: Implement At-Grade Railroad Crossing Improvements, including fencing and railroad crossing features to enhance multimodal safety along and across the railroad tracks.	pp. 4.15-235 to 4.15-236
Mitigation Measure TRANS-3b: Pedestrian and Bicycle Overcrossing, to create a safe and accessible route for pedestrians and bicyclists traveling to the Project site on both event and non-event days, connecting 2nd Street, which is north of the railroad tracks, to Athletics' Way to the south. It is important that the overcrossing be constructed prior to ballpark operations.	pp. 4.15-236 to 4.15-237
Mitigation Measure AIR-4a: Install MERV16 Filtration Systems, applicable to all residential buildings.	pp. 4.2-113 to 4.2-114
Mitigation Measure NOI-3: Noise Reduction Plan for Exposure to Community Noise that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan.	p. 4.11-63
Improvement Measure LUP-1: Statement of Disclosure, which states that the Project sponsor and any future owners of the Project or portions of the Project shall provide a Statement of Disclosure on the lease or title to all new tenants or owners of the Project, or any portion thereof, acknowledging the commercial and industrial character of the Project's environs, and providing express acceptance of the potential for the Port's maritime and marine operations in the area to result in	p. 4.10-51

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Measure Summary	Location of Full Text in Draft EIR
certain off-site impacts at higher levels than would be expected in other mixed-use or residential areas of the City. This requirement shall run with the land.	
Construction Mitigation Measures AIR-1a: Dust Controls, AIR-1b: Criteria Air Pollutant Controls, and AIR-1c: Diesel Particulate Matter Controls to protect the health and safety of the Port's employees, tenants, contractors, and operators. The Port will review and provide comment on these plans prior to their approval by the City and have the opportunity to adjust them during implementation if issues arise.	pp. 4.2-64 to 4.2-67
In order to reduce potential interference of Project traffic with train operations and minimize physical conflict between trains and at grade traffic that may cause congestion and impacts to seaport related traffic such as trucks and Proposed Project vehicular traffic, the Port supports the City staff recommendation to adopt Alternative 3 in the Draft EIR, which includes a vehicular grade separation at Brush Street, is not currently part of the Proposed Project.	Alternative 3

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